

# INFORMATION REPORT

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2.  constructing bridges on the new road from Bangkok to the Naval Base of Sattahip. This road originally made a wide arc to the north carrying it through Chachoeng Sao to avoid the marshes and the wider part of the Bang Pakong (river).
3. A new road was constructed with a bridge over the Bang Pakong which saved 35 or 40 miles of travel in the trip by avoiding the detour north through Chachoeng Sao.
4. The road south out of Bangkok runs along the coast approximately one mile and a half from the sea. The terrain here is only several feet above sea level and the land is marshy providing a very poor base. This road from Bangkok to the Bang Pakong is black top, about 20 feet wide with a narrow shoulder of about two feet wide.
5. While the annual rainfall is only about 50 inches a year most of this falls during the monsoons and often washes out sections of this road. Owing to its poor base, this road would not stand up under sustained heavy vehicle traffic.
6. After crossing the Bang Pakong, the road is gravel on to the Naval Base at Sattahip. This latter part of the road is more durable however, as the ground is more firm than the marshland on the northern part.
7. The bridge crossing the Bang Hei River has a hand operated draw bridge which permits fishing boats to pass enroute from the sea to Bang Bo where they are berthed. It was necessary to sink piling 80 feet deep for this bridge.
8. The Bang Pakong bridge (13°29'5" north - 101° 2' east) is about 12 hundred feet long. It is constructed of reinforced concrete resting on heavy piling at distances of each 50 feet. It has a swing bridge which when opened leaves two channels 50 feet wide for boats. The channel here is about 20 feet deep. At this location the bridge pilings were placed to a

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depth of 60 feet. In spite of this the bridge shows a measurable expansion at high tide. Bridge would safely handle maximum loads up to 15 tons.

9. Both the Bang Pakong and the Bang Po have sand bars at their mouths which reduce their depth to about two fathoms (12 feet). For this reason boats of about 10 thousand tons going to Bangkok stop at Tah Tewawong and unload about half their cargo on the island and then with the reduced draft can go up the Bang Po. About five miles southeast of Bangkok the river makes a large loop to the north. On the north shore of this loop is where cargo ships unload.

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754.22	5L
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